

IN THE SPECIFICATION

Please insert the following paragraph before line 2 on page 1 of the present application:

The present application claims priority to Patent Doc. No. 02293075.4 filed in Europe on December 12, 2002, the disclosure of which is expressly incorporated by reference herein.

Please replace the paragraph beginning at page 7, line 27, with the following rewritten paragraph:

The turbochargers 22A, 22B are of substantially identical construction and each comprises an exhaust turbine portion ~~26~~ 28 and a compressor ~~turbine~~ portion ~~28~~ 26. The exhaust turbine portion ~~26~~ 28 includes an exhaust gas entry 30, an exhaust gas turbine and an exhaust gas exit 32 and the compressor portion ~~28~~ 26 includes a charge air entry 34, a charge air compressor and a charge air exit 36. The exhaust turbine and compressor turbine are drivingly joined by means of a turbine shaft 38 that is supported on a turbine bearing arrangement 40. The turbine bearing arrangement 40 is lubricated by a lubricant, e.g. in the form of engine oil that is supplied under pressure by an engine oil pump and then drained back to a lubricant reservoir such as an engine pump.

Please replace the paragraph beginning at page 11, line 18, with the following rewritten paragraph:

The ~~inversion~~ invention will now be considered for the moment with particular reference to the schematic diagram of Figure 1. Symmetry across opposing sides of the

cylinder crankcase 12 is preferably maintained for the lubricant supply passages 68A, 68B and return passages 70A, 70B, inversion 66 being effected through one of the mountings 48 so that feed and return passages 62A, 62B, 64A, 64B at the interface 72A, 72B, ~~60~~ between the mountings 46, 48 and the turbochargers 22A, 22B are functionally swapped over between sides of the engine 10 in accordance with the inversion arrows 66A. The arrangement therefore facilitates a method of mounting a pair of substantially identical turbochargers 22A, 22B to opposite sides of an engine 10 in mirror orientation, e.g. so that an axis through equal parts of each of those turbochargers 22A, 22B is disposed at substantially the same orientation as each other about the rest of the engine 10.

Please replace the paragraph beginning at page 12, line 19, with the following rewritten paragraph:

The spacing, alignment and inclination of the turbochargers 22A, 22B with respect to the cylinder crankcase 12 is defined by the dimensions, angles and turbocharger fixing points as defined by the mounting holes 60 of the arms 52A, 52B. By way of example, the arm 52A of the front mounting 46 extends further out from its back plate 50A than does the arm 52B of the rear mounting 48 from its back plate 50B. This positions the front bank turbocharger 22A further away from the cylinder crankcase 12 than is positioned the rear bank turbocharger 22B by its mounting 48. The dimensions of fillets 78 and/or other strengthening features may vary between mountings 46, 48, e.g. in dependence on their individual packaging or load requirements.